



European Commission

Directorate-General for Energy and Transport

Maritime transport policy: internal market, ports, short sea shipping, inland navigation

The European Shortsea congress Dublin

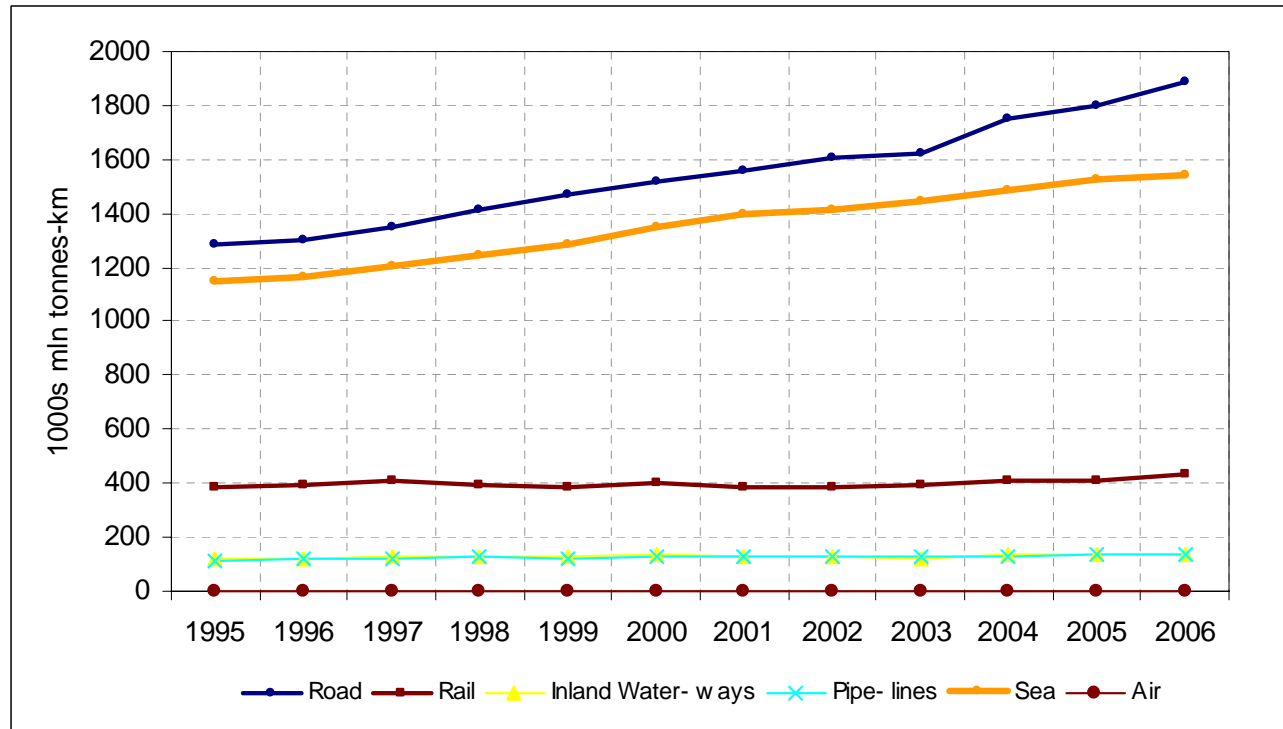
24-25 June 2008

How the EU can assist?

Patrick Norroy
Principal Administrator - DG TREN



EU-27 freight performance per transport mode



Eurostat : Intra-EU freight maritime transport grew by 1,0 % over the 2005-2006 period, while freight road transport grew by 4,9 %!



Short sea shipping: A Number of Problems Persist

- *Insufficient integration in the intermodal chain*
- *Administrative and operational complexity*
- *Ports efficiency, flexibility and transparency*
- *Congestion in ports and hinterland connection*
- *Acquiring quality staff*
- *Fuel price*



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The European Commission's agenda



EU Maritime Policy – Blue Paper and action plan – Adoption in October 10, 2007

White Paper on maritime transport / shipping strategy 2010-2018 (October 2008)

Port's policy (October 2007)

Maritime Space without Barriers (short sea shipping) (October 2008)

Deployment of e-maritime (2009)

EU Maritime Safety

Motorways of the Sea



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Communication on ports policy of 18 October 2007

Guidelines on the application of environment legislation to port development

Proposal on the European Maritime Transport Space without Barriers

State Aid Guidelines – Extension of Transparency Directive to all ports

European social dialogue committee for ports (up to social partners)

Proposal on training of port workers



Motorways of the Sea: Key characteristics

- **Concentration of freight flows**
- **Regularity**
- **Frequency**
- **Reliability**
- **High quality**
- **Integration into the door-to-door logistic chain**

In order to...

- **Relieve congestion**
- **Improve accessibility**



Motorways of the Sea projects: typical components

- **Upgrade/new maritime services linking MOS ports**
- **Hinterland transport services and dry ports**
- **Administrative simplification**
- **Common liability regime**
- **Favourable treatment of MOS in port (priority, efficient handling, port dues, ...)**
- **Intermodal tracking and tracing of cargo**
- **Single window for booking and invoicing**
- **Measures for safety and security**
- **Energy efficient and sustainable transport modes**

Motorways of the Sea to spearhead implementation of e-maritime and maritime space without barriers



Motorways of the Sea – MP II and TEN-T

- ▶ Same general objective of sustainable efficient transport but different approach
- ▶ Funding is fully complementary but with some overlap

MARCO POLO II	TEN-T	
Transport services	Infrastructure	State aid
Ancillary infrastructure	Start up aid	
Modal shift objective	Creation of transport network	Structural funds
Private sector driven	Public sector driven	Cohesion funds
400 m € all actions	310 m MoS only	
Call 2008 closed	Call 2008 open till 20 June	
Revision underway – consultation open till end of May		

EIB TEN-T Loan Guarantee instrument



MARCO POLO II – Key Features

- ▶ objective: shift international increase in road freight off the road (20.5 billion tkm/year in EU-25)
- ▶ 2007-2013, budget of 400 M€ (2004 prices)
- ▶ risk funding, business-driven
- ▶ all segments of international freight (except air)
- ▶ services only <> no research, studies or (core) infrastructure
- ▶ 18 € spent by private companies in the market per 1 € EC subvention (average 2003-2005 calls)



European maritime transport space without barriers

- **National authorities are able to track and trace vessel movements with technologies like AIS, LRIT or SafeSeaNet.**
- **Administrative formalities and controls can thus be abolished for vessels sailing between EU ports and carrying EU goods, as it has been the case for land transport for 1993.**
- **A public consultation on the European Maritime Transport Space without Barriers has been launched on 18 October in view to propose a EU legislation in 2008.**



Administrative procedures and bottlenecks

➤ ...different procedures produce negative effects: additional time, delay of ship and/or goods

	PROCEDURES	Authority	Mand	Means of transfer:	Load/unload Rest. on	Level of Time Consu m. (1-4 *)	Delay (Vesse ls Arr.)	Delay Vessel Dep.)	Delay for goods
Administrative	1. Dangerous goods manifest	PA	Y	fax, telex, email, VTM	Y	✓	-	-	-
	2. Security notification prior to entry	PA	Y	fax, telex, email	Y	✓	-	-	-
	3. Waste management	PA	Y	fax, telex, email, VTM	Y	✓	-	-	-
	4. Entry & departure notification	PA	Y	fax, telex, email, VTM	Y	✓	-	-	-
	5. Maritime Declaration of Health	PA	Y	VHF, fax, emails	Y	✓✓	-	-	-
CUSTOMS	6. IMO FAL Declarations	CU	Y	electronic or paper	Y	✓✓	✓✓	✓	✓✓
	7. Cargo Manifest	CU	Y	electronic or paper	Y	✓✓	-	-	-
	8. Dangerous Good Declaration	CU	Y	electronic or paper	Y	✓	✓✓	✓	✓✓
	9. Collection of port dues: Decl. of Vessels Dues	CU	Y	paper	N	✓✓	✓		✓
	10. Border controls (Immigration)	CU	Y	paper	Y	✓	✓		✓
Inspection	11. Loading/unloading of bulk carriers	PA	Y	electronic and paper	Y	✓✓	✓✓	-	✓✓
	12. Veterinary checks on products of animal origin	OT	N	Physical inspection	N	✓✓✓	✓	✓	✓✓✓
	13. Veterinary and zootechnical checks on live animals	OT	N	Physical inspection	N	✓✓✓	✓	✓	✓✓✓
	14. Phytosanitary inspections	OT	N	Physical inspection	N	✓✓✓✓	✓✓	✓	✓✓✓✓
	15. Procedures on Port state control of shipping (<=25%)	PA	N	Physical inspection	N	✓✓	✓✓	-	✓✓✓

➤ ✓ = low; ✓✓✓✓ = high



Common maritime space: 9 measures considered

- A) Simplification of regulations on carriage of dangerous goods
- B) Abolishment of Customs formalities
- C) Single document for all vessel related procedures
- D) Enhanced electronic data transmission (elimination of paperwork)
- E) Administrative Single Window
- F) One-stop administrative shops in ports
- G) Use of English as second official administrative language
- H) Pilot exemption certificate
- I) Separation of areas in ports (Community and non-Community goods)

Adoption of Commission proposal: October 2008



Bottleneck Exercise

Initiated in 1999 by the Directorate-General for Energy and Transport in the European Commission.

Objective:

- **Identification of bottlenecks that hamper the development of SSS**
- **The identification of possible solutions to those bottlenecks**
- **The compilation of examples of best practice in the sector**

Main contributors:

- **The SSS/MoS Focal Points**
- **European Short Sea Network**
- **Maritime Industries Forum**
- **The Commission**



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European Shortsea Network - Microsoft Internet Explorer
Address: http://www.shortsea.info/

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About Shortsea

Advantages | Statistics | Definition | EU Commission

Advantages of shortsea shipping:

Definition shortsea as alternative to road transport:
Shortsea shipping is the intermodal (1) transport of intra-European cargo on a door-to-door basis, usually in containers (2) or trailers. A large part of the transport trajectory is done by sea.

(1) Combination of sea- and land transport.
Shortsea shipping in containers can be multimodal, by road, by rail and by inland barge.

Type of containers:
(2) In general there are 4 sizes of containers offered for shortsea transport: 20 ft, 30 ft, 40 ft and 45 ft. Within these types a variety of types are offered, like standard, reefer, open top, flats, etc. For a complete review and the internal measurements per container, please download the factsheet on container sizes [here](#).

door-to-door transport via hundreds of European ports

cheaper than road transport

reliable

environmentally friendly

guaranteed transit times

one contact throughout the total door-to-door transport

Done | Internet

"BOTTLENECKS"





E-maritime

- = maritime part of e-freight initiative
- Information interchanges and co-operation between maritime transport business and administrations
- Interoperability and information exchange across transport modes = key success factor
- **3 components:**
 - ◆ Legal and business framework
 - ◆ E-maritime interoperability platform
 - ◆ E-Maritime services
- = infostructure to support the implementation of the Motorways of the Sea and the maritime space without barriers

Adoption of Commission Communication: 2009



Conclusion

Promoting Short Sea Shipping necessitates:

- **to integrate into door-to-door logistic chain**
- **to improve port efficiency and capacity**
- **to innovate and to invest to deliver the capacity needed for tomorrow (e.g. motorways of the sea)**
- **to eliminate unnecessary administrative procedures**
- **to help transport in EU to become more efficient, safe, secure – less polluting**

... in order to KEEP EUROPE MOVING



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Thank you for your attention

Julio de la Cueva

European Commission DG TREN

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